

Sept - Nov 74

S A S M E E

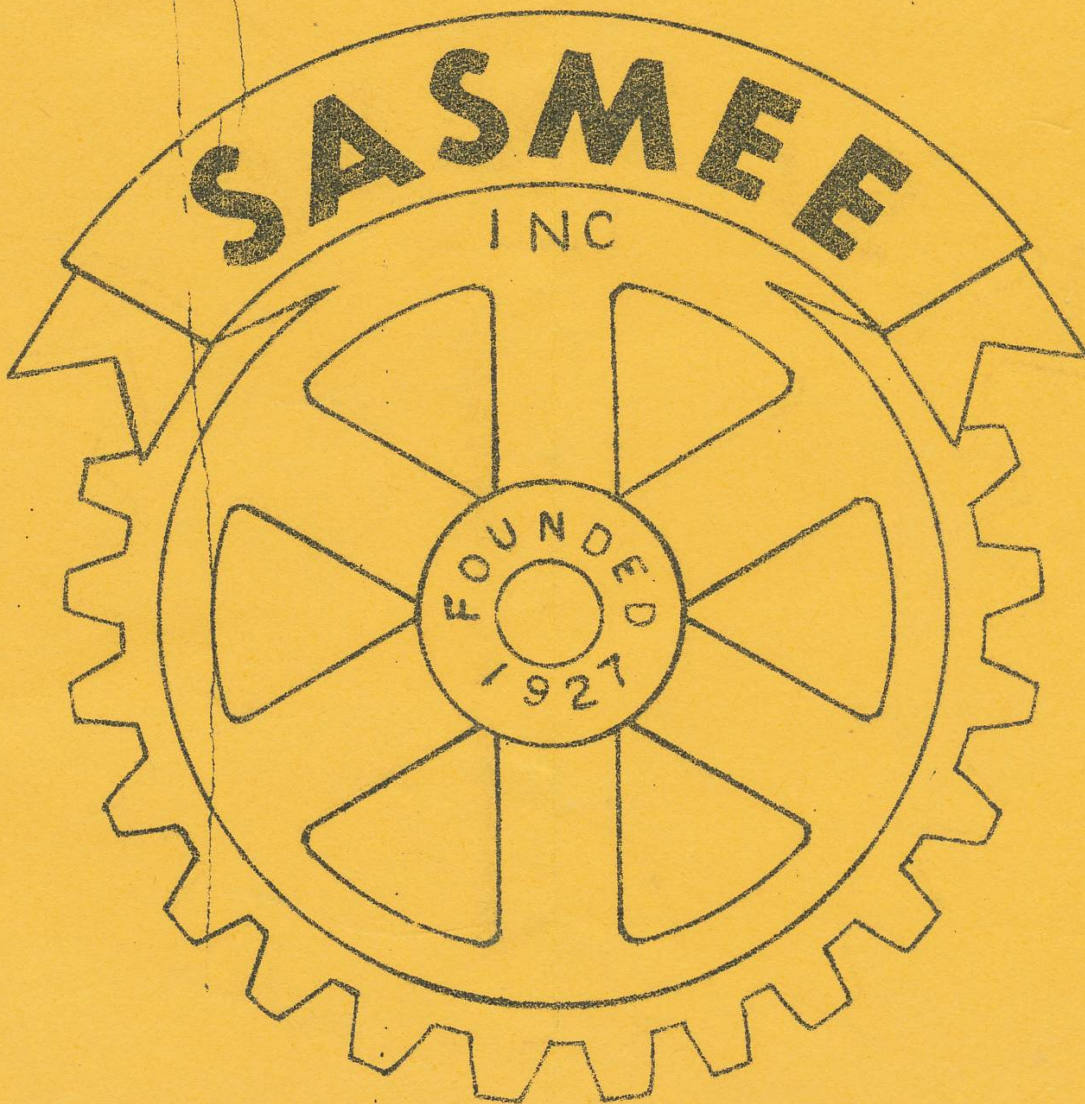
SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

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BULLETIN

THE OFFICIAL JOURNAL OF THE SOUTH AUSTRALIAN SOCIETY

OF MODEL AND EXPERIMENTAL ENGINEERS.



S. A. S. M. E. E. BULLETIN

Vol. 16 No.2:

Sept. - November 1974.

EDITORIAL

Following on from the success of the Field Day held on Sunday March 30th of this year, it was recently decided to hold similar functions the first Sunday of each month for this year and next. For various reasons the extra gate takings to be realised will be paid into a special account and set aside for future use.

Our first venture, Sunday August 4th, will of course have taken place before you receive this Bulletin and should have given us a fair idea as to its success or otherwise. The Committee realises that it will place an added demand on your time, especially that of the loco drivers and the other helpers, so necessary for smooth running, but feels that you appreciate the need for this move and feels confident of your support. Your attention is therefore drawn to the Canteen Rosters.

For some considerable time we have been relatively free of damage by vandals but the recent breaking of the window in the riding truck shed and also a smashed tunnel light raises the question of whether we are about to experience another bout of this trouble. Short of witnesses to these acts or actually catching the offenders red-handed there is little that the police can do.

From and including the Dec-Feb 1974 Bulletin and this number 15 new members have been welcomed to SASMEE, among them being a considerable percentage of Country members. This is in the vicinity of 2 per monthly meeting and all goes well for the future. With the slowly but surely shorter working week being gained and consequently more leisure time it would appear that more people are looking around to fill these hours and what more

satisfying and productive way of achieving this than to engage in Model Engineering. This of course is only a theory but nevertheless the upsurge in Members is very interesting and gives us one and all great confidence in the future.

Finally a reminder that Annual Subscriptions are now due.

G. BURDEN
HON. SECRETARY

QUARTERLY AGENDA

- GENERAL MEETINGS: 2nd Tuesday each month at 8 p.m.
- SEPTEMBER 10TH: Finalising of new rules and adoption of same.
- OCTOBER 9TH: Mr. Salisbury, Commissioner S.A. Police will show films etc.
- NOVEMBER 12TH: Annual show of work
- SATURDAY
DECEMBER 21st: Annual Christmas Barbecue
- INTERMEDIATE
MEETINGS: (Informal) 4th Tuesday each month at 8 p.m.
Sept. 24th, October 22nd, November 19th.
- COMMITTEE
MEETINGS: 1st Tuesday each month at 8 p.m. September
3rd, October 1st, November 5th.
- WORKING BEES: 1st Saturday each month at 2 p.m., September
7th, October 5th, November 2nd.
- PUBLIC FIELD DAYS: 3rd Saturday each month at 2 p.m. September
21st, October 19th, November 16th also 1st
Sunday in each month at 2 p.m. September
1st, October 6th, November 3rd.

PLEASE CHECK WITH ROSTER FOR YOUR ATTENDANCE ON CANTEEN

LOCO TRACK SUPERVISORS:

L. Fielder, A. Ide, P. Burton

Sept - November 1974

SUNDAY FIELD DAY CANTEEN ROSTER (1st Sunday)

<u>September 1st</u>	<u>October 6th</u>	<u>November 3rd</u>
R. Bloyd	A. Middleton	L. Hope
R. Collins	D. Irving	M. Ambler

FIELD DAY CANTEEN ROSTER (3rd Saturday)

<u>September 21st</u>	<u>October 19th</u>	<u>November 16th</u>
D. Osborne	A.B. Trytell	P. Burton
K.R. Stephens	D. Price	C. Bamford

IMPORTANT NOTICE

IF UNABLE TO ATTEND AS PER ROSTER PLEASE PHONE SECRETARY PH.795292, SO THAT A RESERVE CAN BE NOTIFIED IN TIME.

PLEASE REMEMBER TO BRING THE MILK

ROSTER FOR LOCKING UP ALL BUILDINGS AND GATES:

<u>SEPTEMBER</u>			<u>NOVEMBER</u>		
(Sunday)	1st	W. BRADFORD	(Sunday)	3rd	I. CLARK
(Saturday)	7th	I. CLARK	(Saturday)	2nd	J. DAVEY
"	14th	J. DAVEY	"	9th	P. GRISCTI
"	21st	P. GRISCTI	"	16th	M. CARMODY
"	28th	M. CARMODY	"	23rd	B. HOMAN
			"	30th	R. SMYTHE
<u>OCTOBER</u>			<u>DECEMBER</u>		
(Sunday)	6th	B. HOMAN	(Sunday)	1st	R. BROWN
(Saturday)	5th	R. SMYTHE	(Saturday)	7th	D. ALLEN
"	12th	R. BROWN	"	14th	W. BRADFORD
"	26th	W. BRADFORD	"	21st	I. CLARK
			"	28th	J. DAVEY

S. A. S. M. E. E. NEWS

Over the July 20 and 21st weekend several SASMEE members attended the re-opening of the old Pichi Richi Pass railway system which is to be used as a tourist attraction and also be a commendable feat of restoration of the past glories of steam locomotion. Paul Griscti gives an account of this event on another page.

Further over John Wakefield relates his experiences in South Africa on his recent tour of that country.

The attention of those members responsible for the locking up of buildings and gate is directed to the amended roster, which now includes the first Sunday in each month.

By the time that you receive this Bulletin, the result of our first Sunday in the month track day will have taken place and we should be in a position to evaluate this innovation.

The Annual Jumble Sale was held after the July meeting's business was completed and proved probably the most highly successful so far held, that is financially. Under the business like hammer of Uncle Al. bids came thick and fast, not to mention a barrage of wise-cracks from that worthy gentleman. John Welch was kept busy presenting the various lots for sale, and Len Peckham was kept hard at it recording the purchases. This annual affair is probably our most happy and joyous night of the year and this particular one was no exception.

Although quite some time ahead members are reminded that our Annual Barbecue and family get-together will once again take place after the December Track Day running has ceased.

Tuesday November 26th has been suggested for a visit to Torrens Island Power House. Further details later.

Bulletins and Newsletters have been received from various Interstate Societies and may be seen on the Notice Board.

It is particularly pleasing to place on record the number of new members your Society is gaining. At nearly every meeting one or two and sometimes more newcomers to the hobby are elected to membership.

Considering that the weather did not look too promising and also being the middle of winter the July track day was quite successful. Although gate takings were slightly under normal quite a useful number of the public attended. We had just the right number of locos and the boat boys put on a good show.

By the time that you receive this Bulletin Tom England will have returned home from hospital where he underwent eye surgery. He has our best wishes for a speedy recovery.

You are particularly urged to attend the September meeting when our new rules will be finalised and recommended for adoption.

November General Meeting is our Annual Show of Work so please keep this night clear and bring along finished models or parts that you are currently working on.

WELCOME TO NEW MEMBERS

Phillip Waugh	-	Interested in locomotives
Garth Caesar	-	" "
Hans Bosch	-	" "
Frederick Roberts	-	Steam engines and Marine

You are cordially invited to join in all of our activities, thereby gaining an insight into our various aspects of Model Engineering and also making new friends. To you we extend a warm welcome.

November 30th, a Saturday, has been set aside as a special day to assist Spina Bifida so please keep this day clear as no doubt a large crowd will attend and we will require all the help that we can muster.

SASMEE has been recently placed on the Mailing list of the Australian Railway Historical Society and the various Steam Train Excursions will regularly appear on the Notice Board.

MODEL ENGINEERING SUPPLIES

Nuts, bolts, rivets, taps, dies, etc. by Barry Tulloch, Sydney -
Supplies in Adelaide available from John Wakefield.

TO SOUTH AFRICA (Continued) - by John Wakefield

On the 25th November, 1973 after an all night flight of around about 10 hours from Colombo via the Sechelle Islands I arrived in Johannesburg, South Africa.

My first impression of Johannesburg was that there was absolutely no problem whatsoever as far as the coloured races are concerned and as far as I could see the black people and the white people mingled together well in the shops, cafes and streets, etc.

Johannesburg was a very beautiful and clean city. Tall majestic buildings and after the cities that I had been to in the Indonesian Islands, Malaysia and Sri Lanka, Johannesburg was an absolute ball for here was a city resembling those of the large clean and well laid cities of Australia.

It is a very large city. There is a population well in excess of 1 million (that is all races) with some very tall buildings well laid out, busy and has a very extensive trolley bus system and the hotels are very clean and cheap. I would add that the Blacks or the Bantu as they are called, which is the combination of all the black tribes together, they do have separate carriages on the trains which I found to be quite necessary and in the buses they travel in the back of the single decker buses or if they are double decker they travel at the top while the white people travel in the front of the single decker buses and on the lower level of the double decker buses.

I saw no problems whatsoever and I was very pleased to be able to say that for the whole time that I was in South Africa I didn't see one instance that I could say I felt uncomfortable and this is how I found my first few hours in that country.

To the reader, I would like to add at this stage some people claim that because of my views on South Africa, while I was there, I must have walked around with blinkers on. Well, for me I feel that South Africa is a marvellous country. I can't see any reason why people have to condemn a country, that a lot have never visited.

I felt that the Government there was doing everything in its power to help the Bantu population. Now the whites are outnumbered as much as 10-1, and of course there has got to be some cases of poverty as always, in greatly populated countries, but never mind that, at least the Government is giving these people work of some sort, whether it be in large payments or small, they are trying as best they can to see that there is work. Now I can't see why people have got to condemn such a country as South Africa where there are other places in the world where people are far worse off than the black people will ever be and I saw great indications of this on my tour through Indonesia and Malaysia. Any rate so much for my thoughts on that and as I said "I was treated in a most hospitable manner throughout my whole stay in South Africa"

The first day in Johannesburg I made contact with Rene Etter, a Model Engineer that I had been corresponding with, and it being a Sunday I thought he would be running his loco or somebody would be running a locomotive at the Rand Society of Model Engineers at Mioner Park the showgrounds at Johannesburg. I thought I would give them a surprise and roll up at their grounds unannounced. I found the grounds all right, but I found nobody there, much to my disappointment, so back to the Hotel I went to contact Yvette Etter, Rene's wife, to see if I could find out where he was for the afternoon. She told me that he was running his locomotive "the small Caribou" which Yvette had a big hand in making, at the Johannesburg Live Steamers Track in Pioneer Park in one of the fine park areas in Johannesburg. I eventually found Pioneer Park with the help of a Taxi Driver and to Rene's surprise I announced myself as John Wakefield from Australia.

We had quite a pleasant afternoon there, I met quite a few of the model engineers of the J.L.S. and after they finished running for the afternoon, Rene suggested that we have a look at the "Kazerne" Railway Depot, one of the steam depots and one of the big railway freight yards in the Johannesburg area.

Within a few hours of my arrival in Johannesburg, with the help of Rene, I was on the footplate of a full sized steam engine in

3'6" gauge being taken for a ride on the transfer of goods a few miles up the track. It was quite an exhilarating experience being able to see and be taken for a ride on a steam locomotive only a few hours after arriving in a new country.

I spent just over a week in Johannesburg with the kindness of Rene and Yvette Etter and I was able to, through their help, meet a few more of the model engineers of the Rand Society of Model Engineers, to name a few - Basil Palmer, Angus Walker, Bill Mitchell. I was invited by Rene to attend a meeting of the Johannesburg Live Steamers and I was also a guest at the Small Locomotive Trials of the Rand Society Model Engineers held on the first Sunday in December, which at this particular time was the 2nd, and I might add it was one of the most pleasant days I spent with the Model Engineering Group. They have a nice track in the corner of the Showgrounds at Milner Park, not a big area, but well laid out and most interesting track to run on. After the Small Locomotive Trials had been run I was given permission to drive one of their Club's own Locomotives "Sir George" a 4-4-0 model of a "Lawley" in 5" gauge. The 2' gauge full size engine which by the way stands out in front of the Rand Society Grounds as a static exhibit.

I visited the Germiston Railway Yards and the Germiston Locomotive Depots whilst I was in Johannesburg. Quite a big freight yard at Germiston and I did a day trip up to Pretoria which is the administrative capital of the Republic of South Africa about 48 to 50 miles from Johannesburg to the Capitol Park Depot there, with quite a variety of steam locomotives in that Depot.

The steam locos of the South African Railways, of course, are all 3'6" and by gee I just could not get over the massive size of these engines in 3'6". They were absolute monsters. For those that know of our South Australian railway engines of the 500 Class and the 700 Class - well, these being of the broad gauge 5'3" were equally as big as these engines of the South African Railways; the 15 "F", the 23 Class, the 25 Class and I just could not get over the extent of their size which we used

to always call 'Narrow Gauge', that is 3'6" gauge. The 3'6" gauge being on the secondary lines that ran in quite a few States of Australia.

While I was in Pretoria I went to the Railway's Drawing office there, the S.A.R., that is the South African Railways Drawing Office in their Head Office to get plans for a 16E Class loco that I have the idea of building at a future date and the railways were very very helpful in selecting the drawings that I needed to build this engine and I came away very pleased with my efforts. The cost of the drawings was a fraction of the cost that we pay for full size drawings in Australia.

My period of time in Johannesburg sadly came to an end, but I wanted to move on to a tour around South Africa, so I had to bid farewell to my friends that I had made and I started then on an 8 to 9 week tour of South Africa to go down through to Cape Town and around the coast to Durban and back again to Johannesburg before leaving to come home.

The first leg of my tour from Johannesburg was to Bloemfontein, the capital of the Orange Free State, one of the provinces of South Africa. The journey from Johannesburg to Bloemfontein was an all day trip of nearly 300 odd miles, the first section being on the electrified portion, the train being hauled by an electric locomotive and the second portion to Bloemfontein from Kroonstad was by steam loco of the 23 Class. A mighty engine if ever there was one and they made short work of the grades on that line.

Bloemfontein is quite a large city with a population of 130000 of all races, roughly half Dantu half white with some coloureds and Asiatics. Bloemfontein has one of the biggest steam locomotive depots in South Africa and I would say in the world today. There are over 100 steam locos working out of the Depot in one day and a place that I loathed to leave with so much steam around. As was my good fortune in all the big towns I visited, through the kindness of Model Engineers I was never without somebody to meet and in Bloemfontein I had the introduction to meet Dick Marshall-Smith and he was another model engineer who was able to give me a good time whilst I was in that city. He was also kind enough to

introduce me to Charlie Lewis who was one of the co-authors of the very good steam locomotive book that I bought here in Adelaide before I went to South Africa, called "Steam on the Veld". It is an excellent book on the steam locomotives of the South African Railways.

Whilst I was in Bloemfontein Charlie took me on a locomotive chasing expedition with two other Australians who came down from Johannesburg on this particular Sunday, Greg Triplet from Melbourne and Geoff Hyam from Perth. They were both working in Johannesburg at the time and had come down to see Charlie, and to photograph, like myself, steam locomotives. One of the most fascinating sights that Charlie took me to was a little town called Karee. Not actually a town, it was just a station on the main Johannesburg/Bloemfontein line. Still steam operated but coming close to electrification within the next eighteen months or so. This area of Karee has a wonderful spot on a small hill overlooking big rolling plains and in the morning sun it is a most magnificent sight to see double headed 23 Class engines working the goods up and down the line between Kroonstad and Bloemfontein. Once again I had to move on and as I said previously I loathed to leave Bloemfontein with all the wonderful steam locos that are around in that area.

I went on then to Kimberley, travelling on the Orange Express. The Orange Express runs between Durban and Cape Town via Bloemfontein and Kimberley. To Kimberley this was a trip of something like 150 miles and the locomotive on this train was a big 25 Class non-condensing engine of the 4.8.4 wheel arrangement. It is their biggest non-articulated locomotive on the South African Railways. Kimberley as everybody probably knows is the big diamond mining centre, it also has a very big railway complex as well. There is also another main line from Johannesburg to Kimberley and from here this main line goes on to Cape Town. The main line from Johannesburg to Kimberley this way is electrified. I spent three to four days in Kimberley and it was the one and only **other** place I hired a car. I previously hired a car in Bloemfontein. I wanted to go out alongside the railway lines at different locations to see if I could get some more trackside shots of the locos working at their fullest extent, which I was able to do I might add. I went down the main highway towards

DeAar and Cape Town and there I spent several hours on a couple of mornings very early in the region of 6 a.m. to get some of the 23 Class, 25 Condensing and Non-Condensing engines working the big freights and passenger trains between Kimberley and Cape Town. To photograph these big locos of the South African Railways it had to be done early in the morning or late in the afternoon as it was no good whatsoever during mid-day because of the engines being so wide and at this particular time of the year the sun was directly overhead at mid-day and it created shadows on the sides of the engines so you could not get the correct photographic effect that was needed.

As I said previously Kimberley is the big diamond mining centre of South Africa, as Johannesburg is the gold mining centre. Having the car I was able to get around a bit in Kimberley and I went to the Big Hole which was the original diamond mine of De-Beers. The Big Hole is estimated to have taken from it 14½ million carats of diamond or roughly about 3 tons. It is one of the deepest man-made craters in the world being 3,500 ft deep and 1,520 ft across and has a circumference of nearly a mile. At the Big Hole an open mining museum has been formed with old poppet heads, steam winding engines and so on, being restored and they have created a very interesting museum at the old mine.

From Kimberley I went on again this time to quite a big railway junction of DeAar on the main Kimberley - Cape Town line. My main reason for stopping at DeAar was to see a 16E Class loco that had been preserved there. All the other 16E Class locos, except for one other at Bloemfontein had been withdrawn from service, and I wanted to get some close-up shots of this engine, as this one was outside, the one in Bloemfontein was in a shed at the time, although they were prepared to take it out for me to photograph it. I spent some time in DeAar photographing the 16E. As I said before I am hoping to build this engine in the future and I wanted to get some details that I need. I was glad I did stop in DeAar. It was a very interesting railway junction and once again the big 25 Class Condensing and Non-condensing engines worked out of this Depot, which is situated in the middle of the Karoo. The Karoo being a semi-desert region.

The locomotive foreman at the yard, Alec Watson, was very

helpful and he gave me almost the full run of the depot whilst I was there and I was able to have several cab rides on 'Millie' (one of the shunters) a loco built by Dayer Peacock in 1923 and it still had its original bell paire boiler. It was a mountain type of the 15 class with 4-8-2 wheel arrangement.

I travelled down from Kimberley to DeAar, again on the Orange Express and when I left DeAar to go on to Cape Town I travelled this time on the Trans Karoo Express which for the first section to Beaufort West was hauled this time by a diesel, unfortunately! The line from Beaufort West to Cape Town is electrified and it was one of the most marvellous bits of railway engineering that I had seen up to this stage down through the Hex River Pass. It must have been a marvellous sight to have seen in the days of steam, working the gradients. The curvatures of the track were absolutely outstanding.

To be continued.....

THE 'PICHI RICHI' WEEK END

(President's Report)

I had the honour and pleasure to represent the Society at the inaugural run of the 'Pichi Richi Railway' on Saturday the 20th July 1974. My wife and I were invited to take part in the festivities by riding on the inaugural train and then attending the special ball held in honour of the occasion.

We left Blackwood on the Saturday morning at 2.00 a.m. and drove through Adelaide to find that at this time of the morning Adelaide is alive with traffic. Having some doubts as to the road conditions and weather conditions, you may remember the weather bureau had been out of action owing to a strike by weather forecasters, I decided to go north by way of Port Wakefield.

Weather conditions were good at this stage although at Virginia the road was under water at the end of the dual highway and braking suffered for a short while after. Who wants to put his brakes on at 60 m.p.h. on a wet slippery road, certainly not me.

Very little traffic was encountered and generally the road conditions were good as far as the halfway mark at Snowtown. Here I kept dipping my headlights at some 'moron' in the distance, only to find on getting closer, that it was a locomotive on the track parallel to the road. This was to happen on four more occasions on the trip to Port Augusta. You may recall that the Railways had been on strike on the Friday and freight was scattered along the line. All these smelly, noisy diesels on the main line, whilst the Historical Society's loco was shunted into a siding at Port Augusta. I understand that if you want to hear strong language it is only necessary to ask Mark Grimshaw as to how he enjoyed his train ride north.

From Snowtown to Crystal Brook it rained non stop and it was necessary to stay on the centre of the road in most parts as the edges were covered in water in quite a few places, but occasionally it was necessary to move over for oncoming traffic. From the Port Pirie turn off we found road conditions were better with no rain, but occasional flashes of lightning giving some warning of possible conditions ahead. I slowed for the Mambray Creek crossing but not quite soon enough and took the ford like a speed boat. The water was only about 12 inches deep and owing to the speed of approach my brakes did not fill with water and so a careful try of the brake pedal revealed no problems and so on we went to Port Augusta arriving at 6.00 a.m. On past runs north I have found garages and so called service stations closed after 1.00 a.m. and so I carried 6 gallons of petrol and an extra spare wheel on my pack rack, only to be able to take on petrol at Port Wakefield and again at Port Augusta. We arrived at the Hotel-Motel but no one was about so we slept for a couple of hours outside one of the rooms and then went into the township of Port Augusta to have breakfast. Whilst in town I photographed some of the cast iron lace which adorns the older buildings and houses and bought more film.

We eventually returned to the Motel to find that the room we had camped outside was next to our room and was occupied by John and Marie Wakefield. The proprietress of the Motel-Hotel (or vice-versa) was a good hearted rough diamond with a vocabulary to make a bullock driver blush. I had booked Dennis Irving into the Hotel section and his late arrival to the Hotel (which was booked out) gave the woman a chance to display her vocabulary.

His initials D.B. IRVING were translater to mean D....-B..... IRVING, and I gathered that she meant that he was the unwashed son of unmarried parents. The first part was right because he arrived rather dirty, having climbed over the locomotives in Quorn on the way north.

We left Port Augusta for Quorn at 11.00 a.m. with Dennis Irving leading the way in his car, the Wakefields had left earlier. We purchased our mid-day meal on the outskirts of Port Augusta and proceeded to Quorn via the 'Pichi Richi' Pass. The trip was uneventful except for crossing the two fords which had a fair amount of water flowing over them. The bottoms of the fords had been broken up by heavy traffic and contained some deep holes.

I was prepared for water, having waterproofed the ignition, and with the fan belt off could pass through water up to 24 inches deep if the need arose. It was whilst in the middle of the second ford that I discovered my wife had no sense of historical values. I handed her my camera and said "Hop out and take a photograph of this to show the children", and she refused. Some women just can not get their priorities correct.

We arrived at Quorn at 12.00 noon and parked opposite the Railway Station in a side street. After taking a few photographs and 25 feet of movie film of the two locomotives shunting back and forward we set off to see the town and renew a few old acquaintances, and fill in time till the opening ceremony. The weather had been fine right up to the time of the ceremony. The rain started as the speeches started and the longer the speech the harder it rained. I have heard that most politicians speeches are wet, but this was not funny, so most of us with some sense found shelter only to return to hear the Governor, Sir Mark Oliphant give his speech and perform the ceremony of cutting the ribbon across the track.

The Governor boarded the foot plate and the locomotive after much slipping and belching of smoke-cinders, steam and oil, moved forward. Bystanders were covered and I saw one white fur coat transferred to a good imitation of a leopard skin. At this stage my wife and I were in our carriage, so missed this shower of soot, oil etc. The rest of the official party boarded the inaugural train and away we went drawn by loco W.933.

The roadways parallel to the line were a continuous line of cars on both sides and in some cases down the middle of the road as well. The local band which had played during the ceremony was at the road crossing just past the summit about 6 miles out from Quorn and into the Pass.

The Governor and his party alighted and drove back to Port Augusta whilst we waited to return to Quorn, being taken back by the second locomotive, whilst the original loco went "light engine" on towards Wool Shed Flat to test the track conditions for the passenger carrying trips to be held on the Sunday. The total time for the trip was two hours and then we joined the stream of traffic back to Port Augusta.

The fords were in worse condition on the return trip and my brakes filled with water and had not completely cleared by the time we arrived back at the Motel-Hotel. Turning into the parking area I nearly damaged the police car parked in the drive, owing to a partial loss of brakes. We ate a small meal we had bought and prepared for the official ball and went forth in the company of our worthy proprietress and her husband, we had a magnificent evening, returning to our room at 12.30 a.m. having to return to Adelaide the same morning. We arose to have a hearty breakfast and left for home at 10.00 a.m. arriving home about 2.00 p.m. and collected the children from the in-laws.

The hospitality shown by the people of the Pichi Richi Railway Society and also the people of Port Augusta made the stay most enjoyable and I will definitely be going back in the very near future.

Paul Griscti.

P.S. My wife says "We are going back, not "I", you don't think I am going to let you get loose up there on your own".

Edited by C. Burden
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---oOo---